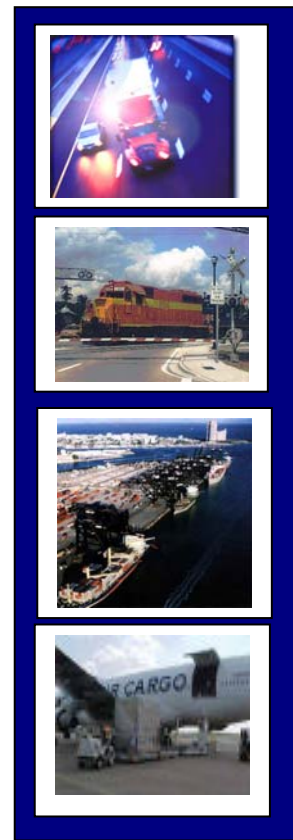




***The Miami-Dade MPO
Freight Transportation Advisory Committee***

MEETING AGENDA

**Stephen D. Clark/County Administration Building
Wednesday – June 14, 2006
Conference Room 12-Rear
3:00 PM**



FTAC AGENDA

- **Announcements/Introductions**
 - a. Larry Foutz, New MPO FTAC Coordinator
 - b. Pete Fernandez, New Member
- **Chair's MPO Meeting Report:**
 - a. Port Hours
 - b. I-95 Slip Ramp
 - c. Retiring Director Towsley's Certificate of Appreciation
- **I-95 Slip Ramp Review & Discussions:**
 - a. Seaport Alliance briefing document distribution
 - b. Alice Bravo, Florida DOT Planning & Environmental Office
 - c. Discussion
- **Parting Thoughts** for the Committee's Consideration (Frank Baron)
- **Other Business**
 - a. Washington State Freight Analysis paper distribution
 - b. Photos & IDs
- **Adjourn**

**FREIGHT TRANSPORTATION ADVISORY COMMITTEE
MEETING NOTES
WEDNESDAY, JUNE 14, 2006**

The June meeting of FTAC was held at 3:00 pm in the 12th Floor-Rear Conference Room.

The following individuals were in attendance:

FTAC Members

Sylvia Bernstein	FTAC Chair
Jorge Roviroso	FTAC Vice-Chair
Mariella Marrero	USA Bouquet
Felipe Munoz	Retired
Rafael Puga	FFTA
Doug Tannehill	C-H Robinson
Del Bryan	Overtown Adv. Board

Guests

Mario Aispuro	Broward MPO
Chuck Towsley	Port of Miami Users
Catherine Owen	FDOT D-6
Delphin Molins	MDPWD
Andria Muniz	Seaport
Lordes Gomez	CMO
Bill Arata	Biscayne Bay Pilots

Staff

Frank Baron	Miami-Dade MPO
Larry Foutz	Miami-Dade MPO

It was announced to the committee that this was Frank Baron's last meeting due to his retirement and Larry Foutz was introduced. Larry is a new MPO staff member and would be staffing the committee in the future.

The Chair provided her report on the previous MPO Board Meeting, which was accompanied by a lengthy committee discussion. Major points of that presentation and discussion are provided.

- The MPO Board gave a high priority to extending Port hours.
- Commissioner Gimenez felt that the previous freight forum was not truly representative of the freight community due to poor attendance and lack of a question and answer format.
- It was pointed out that for Port Hours to be extended that off-port stakeholders needed to extend their hours as well.
- One suggestion was that congestion pricing could be used as incentives/disincentives to move trips out of the peaks.
- A Port Hour Subcommittee was established with Jorge, Rafael, Mariella, Felipe, and Del.
- The real interest in extended hours was to get trucks off the streets during the peaks.

- The gates were the only real bottleneck and gate expansion would be completed by the end of the year.
- Would the larger companies be able to go to 24 hour operations?
- If there is business the gates will be open.
- It would be very easy to implement to a reservation and appointment system to help spread the hours, but would the truckers use it.
- The solution needs to come from the constituents if it is to be acceptable
- Construction impacts on traffic in downtown are a larger impact than Port traffic.
- The Traffic Operations section of the Police need to be invited to discuss control of building construction – contractors were allowed to manage traffic rather than the police.
- People in South Florida do not have a “transit culture” and those in Single-Occupant Vehicles (SOV) are the problem not the trucks.
- South Florida Commuter Services job is to get people out of the (SOV). We need to have them give a 10 minute presentation at the next meeting.
- The Board needs to wait to see the impact of the gates before further measures are imposed.

FDOT provided a history on the construction of the 6th Street slip ramp. FDOT had made an unusual effort to involve the community in their planning effort. The community was very hostile to the concept. FDOT tried mitigation measures and even offered an alternative solution. The project did not get past community meetings when the MPO Board stopped the project. The following discussion ensued.

- Need to get Miami City Commissioner Edmunson behind the project.
- We need to short circuit the Federal process and go for SIS funding.
- FDOT wants to forget about 6th Street Ramp and concentrate on the Tunnel.
- They can not get funding for the Slip Ramp and the Tunnel both.
- Could 6th Street be depressed to make it more acceptable to the Community?
- The needs to be a political decision to restart the slip ramp project and the political will to get it implemented.
- The time frame (5-years) is too long it needs to be shortened.

A plaque of appreciation was presented to Chuck Towsley.

It was requested that the Committee expand its scope and look at other freight issues – for instance Medley and Doral are both choking because of freight issues. The upcoming truck route study would help expand the scope of the study.

It was requested that staff draft a scope of work for the subcommittee before its first meeting.

The next meeting was set for Wednesday, August 9, 2006 at 3:00 pm (and was subsequently rescheduled for August 16)